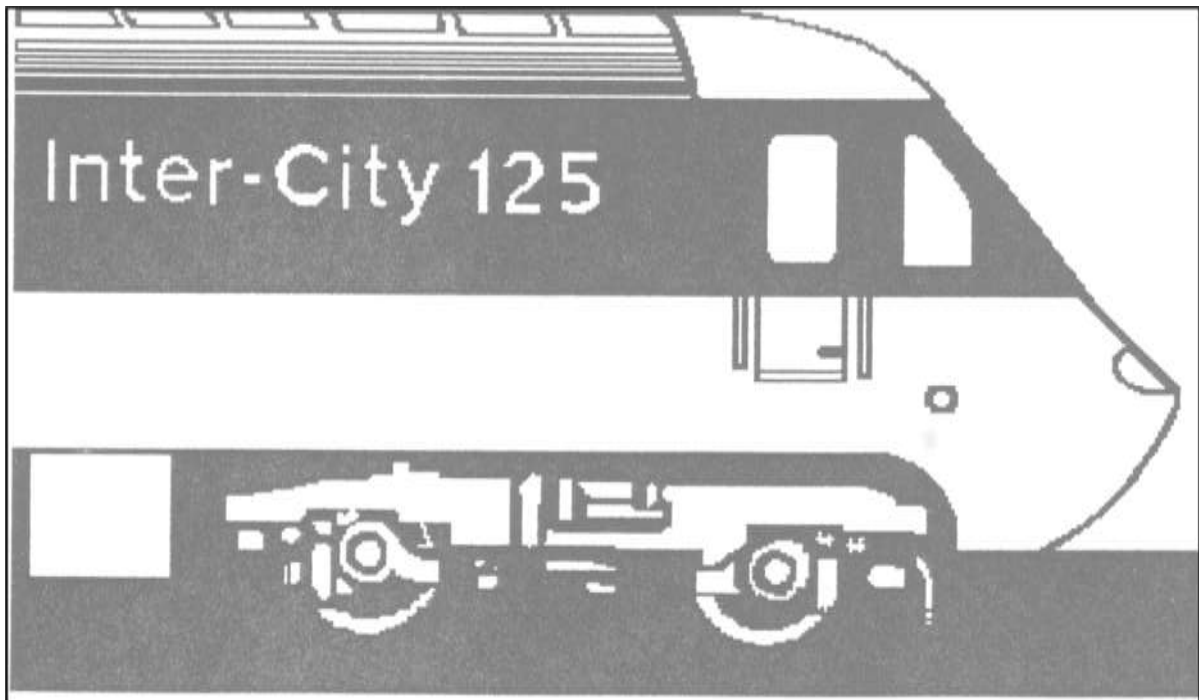


TRANS PENNINE
THE MAGAZINE OF THE PENNINE
RAILWAY SOCIETY



No.97 September 1996

COMMITTEE BRIEFS

Pub Crawl

Yet another one bites the dust. Many of you will remember the former "King's Head" outside Blackpool North station. It has been renamed "The Flying Handbag". Whatever has been done cannot beat the "renovation" of "The Globe", Howard Street, Sheffield, a former popular meeting place for spotters. "It's a Disaster".

Philosophical Aphorisms

"Is it not simpler to leap the stream than to pause on each stepping stone?"

"To truly see how the crow flies, one must sit on the train".

"Mad" Eric Cantona in a new advertising campaign for Eurostar. A spokesman said "We chose Eric because we are both likely to go off the rails at any time".

Red Route to the Scrapyard

Pennine's No 1 bus enthusiast, Gerry Collins of Lincoln tells us that London's red Routemaster buses with an open platform at the back will be phased out by 2001 after 40 years of service. The existing fleet which was built to last 17 years is virtually at the end of its working life.

Short Blow

Following criticism of Clare Short in the June edition of this organ, Tony Blur has acted swiftly in transferring her from the post of Shadow Transport Secretary to Overseas Aid. Ms Short who has called for the legalisation of cannabis, an increase in taxes and the nationalisation of all Islington restaurants will now be expected to answer questions on the Middle East position.

Dr Marje Skinner

Pennine's Agony Aunt, Dr Skinner tells us that a surgery has opened on Platform 1 of London's Victoria Station for stressed passengers. The Doc says services range from a consultation (£32) to a full body check.

The services will be advertised in telephone kiosks around London.

Colour Problem

Driver Peter Browne of West Anglia Great Northern has lost his claim for unfair dismissal after ignoring a red signal and derailling his train. Mr Browne could not distinguish between red and green signals although he had passed a colour blindness test.

Island Line Defies Strike Call

The Tory press proudly tells us that Isle of Wight's Island Line has worked normally during the recent industrial dispute over pay and hours. What the press fails to tell us is that Jurassic Jimmy Knapp's RMT Union only has one member on the Island Line. This solitary member voted against strike action.

Brussels Eurostars Axed

Readers of this organ have been well informed of the problems incurred in the introduction of Channel Tunnel services. We now have to relate that Eurostar services to Brussels from north of London have been withdrawn (yes, before they have even started).

Eurostar locomotives require two pantographs, one for the Belgium wires and one for the French/British system. Experts now realise that the pantograph for the French wires is too "strong" for the flimsy string erected on the East and West Coast Main Lines. As a result, certain locomotives will have their Belgium pantograph removed to be replaced with a pantograph compatible to ECML and WCML wires.

The outcome of this means that all Eurostars running north of London will run to Paris only. All passengers for Brussels Midi will require to change trains at Lille Europe.

Peace Restored

Peace is restored between JR and JPS. Cricket nuts J R Dewing and Treasurer Sanderson are celebrating the fact that Derbyshire have not won cricket's county championship.

Mini Away-Day

Inter City West Coast Trains offered a £34 super-saver day ticket from Aberystwyth to Euston, valid only on the 09.22 ex-Aberystwyth, arriving Euston 14.25, and the 14.35 departure from Euston, arriving back in Aberystwyth at 19.38.

Eventually realising that very few 'normals' would wish to have only a 10-minute stay in London, validity has now been extended to the 18.15 departure from Euston.

French on Track

A French company has won control of a second London rail network. Connex Rail Ltd, new owners of the South Eastern train company say they will spend £400m by 2006 replacing all "slam door" trains.

South Eastern runs trains to South East London, Kent and eastern Sussex from six London terminals.

As Connex's parent company CGEA already controls the former Network South Central lines to Sussex and Hampshire, virtually all services out of Victoria station are now in French hands.

Customer Care

A passenger returning home from Portsmouth to Scotland missed her coach connection at London when her evening train from Portsmouth was delayed.

After turning down an offer from South West Trains of a free night in a hotel, a staff member on duty at Waterloo decided the best way to get her home to Newburgh, between Dundee and Perth was by taxi.

The fare was £847. A flight to Manchester and then transfer to Dundee would have cost £155.

Excuse is Round The Bend

Trains have been axed from two stations - because their platforms are too curved. That's the barmy excuse by rail bosses for chopping weekday services from Teignmouth and Dawlish. Cost-cutting Cross-Country Trains claim the platforms are dangerous because the guard can't see if all carriage doors are shut.

But rival InterCity trains stop without a problem. There is a wrong sort of accountant on the line.

Pointless?

Stuart Carter recently helped a woman onto a train with her luggage. The doors closed while he was still on the train - first stop York.

On arriving at York he asked to catch the next train back to London free of charge. A guard originally accused him of trying to get a free ride to London, "He let me go back when I pointed out to him how pointless it would be travelling to York only to turn round and get the next train back".

Really? I know of many a Deltic basher who did exactly that.!!

Sleaze

Bosses at a French firm given almost £900m in subsidies to run British trains are to stand trial in France for bribery. The charges relate to CGEA's parent company CU.

The allegations involve bribing politicians to win a water supply contract worth £80m on the French island of Reunion. The trial will begin in October.

Incidentally, one union member employed by CGEA in France says he has to drive trains, check tickets, clean the carriages inside and out and do minor mechanical repairs. Wages are 10% lower than paid by French Railways.

CGEA owns 8000 buses in France but runs just 200 miles of passenger lines with rural services near Nice and Colmar and two light-railway lines through the Brittany countryside.

They carry a mere 250,000 passengers a year - a far cry from the many millions who travel on SouthEastern and SouthCentral.

Ideas Above a Station

A manager at Sole Street station restored it to its steam-age splendour with cream and green paintwork, heritage posters and colourful flower baskets.

Surprise, surprise supervisors at South East Rail have ordered the manager to return the Kent station to its "modern" red and blue colour scheme.

The decision has outraged Cobham parish council which had been thrilled with the plans to restore the ticket office and waiting room to the style of its heyday under the Southern Railway Company.

Gravy Train (Continued)

Bosses of a rail firm sold it for £400m profit, making themselves instant multi-millionaires. Train leasing company, sold off to its management by the Government only seven months ago, was snapped up by bus firm Stagecoach for £475m.

After paying off City money men who backed their buyout, Porterbrook's 43 bosses and workers will share an £80m profit on their own £15m investment. Heading the gravy train is managing director Sandy Anderson aged 41 - paid £157,500 last year - who will pocket about £34m.

Four other directors will split another £29m. And the rest of the workforce, including administrators, secretaries, clerks and engineers get an average £500,000 each. It is one of the most spectacular killings of all time.

Logo Saved

Trainspotters can breathe a sigh of relief. British Rail's distinctive "double arrow" logo will continue to appear on tickets, timetables and at stations, ending fears that it might disappear after privatisation. The rights and control of the trademark has passed to the ownership of the Transport Secretary. It will be licensed to British Rail for continued use as its corporate logo, to Railtrack for use at stations and other sites and to private train operators which must use it on most types of tickets.

Editor's Notes

Welcome to the Autumn edition of Trans Pennine.

I wrote in the last edition that the magazine was somewhat on the thin side because of lack of spare time. Since then, I've started a new job and spare time is even scarcer! You can't win! Still, it's good to be back in harness again! My new job means I have joined the ranks of the commuters, in this case between Doncaster and Rotherham, and I split my journeys between bus, train and if I have to go to Sheffield, the occasional tram. One thing that makes travelling easier is the South Yorkshire Travel Master which, for those who haven't come across it, is a monthly ticket covering all public transport in the county, and which is cheaper than purchasing individual tickets.

It was therefore with some dismay that I read in one of our national papers the other day, that Government changes to the funding of the Passenger Transport Executives means that these popular and convenient tickets are under threat, not just in South Yorkshire, but in any PTE area which issues a similar ticket.

At a time when even this Government is urging us all to make more journeys by public transport, it beggars belief that something which makes that easier, is in jeopardy. It is to be hoped that we soon get a proper transport policy in this country, instead of constant interference and change.

Enough of the soap-box! I have been very pleased to receive news and articles for this magazine from "new" contributors, as well as the old stalwarts. It is always nice to record a new name (or number, in the case of one article!) in the credits. Please keep up the good work!

David Bladen

Notes to the Committee

In response to the treasurer's efforts to track 'JR' down at Sheffield, I am afraid 'JPS' is wrong. 'JR' does mix cricket with alcohol! I was in the bar at opening time for a couple of pints before time for yours truly to retreat to watch the cricket from the boundary edge.

I spent a good four days at Worcester to cheer the Tykes to victory, plus several pints. Sadly, my latest trip to Eastbourne turned sour - a 'stuffing' in three days by Sussex. A well below-par performance, this time by Yorkshire. I hope for better things against the enemy, Lancashire, in the NatWest semi-final.

Regards,

John Dewing.

Your editor received this letter the day after Yorkshire succumbed to the might of the Red Rose yet again! Not that I'm rubbing it in, you understand!!!!

The 1996 Pennine Slide Competition

(Yet another reminder - anything to fill a page!) The annual slide competition will be held on Wednesday, October 2nd at the Taps. Members are invited to submit up to 4 slides, colour or monochrome, on a railway related subject. The slides must be their own work and should not have been entered in any previous Pennine competition. If anyone would like to enter, but can't get to the Taps, send the slides to David Bladen, who will enter them on their behalf. As usual there will be cash prizes and trophies for the winners. Happy snapping!

Driving and firing a "B1" to Wisbech

by Paul Slater

At one time, annual engine-driving sessions were a regular feature in the programme of the Cambridge University Railway Club, the line used being the former Great Eastern branch from Cambridge to Haverhill. The elimination of steam traction from East Anglian railways led to the abandonment of this pleasant custom in the early 1960s, and I was lucky in that my first year at the University coincided with the last year when engine driving by club members was possible. The day of the club's final engine-driving session was the last Sunday of April 1963. By that date there were no longer any steam locomotives at Cambridge shed, so it was

necessary to travel to March, where diesellisation was not yet complete. Derelict steam locomotives could be seen outside the shed, but some steam was still active, and a March B1 4-6-0, no. 61252, stood in a bay platform at the north end of the station, with two rather elderly carriages forming the Railway Club special.

The programme for the day was that the train would steam backwards and forwards several times over the Wisbech branch, which was normally closed on Sundays. Two students would ride on the locomotive on each single journey under the instruction of the regular crew, one driving and one firing, changing over halfway. The amateur enginemen from the University sported a wide variety of dress; my own basic gear of sweater and old trousers was overshadowed by army battle-dress, a Sherlock Holmes deerstalker, a Great Western stationmaster's uniform, and other curious garb.

The crew of a 31 diesel passing through the station made good-natured insulting gestures at our driver and fireman - the object of their ridicule seeming to be the thick black smoke which was beginning to pour from 61252's chimney, in contrast to their clean modern machine - and then, the junction being clear, we were off on our first journey with an amateur crew.

My own turn came in the afternoon, on a return journey from Wisbech to March. The previous pair of students ran 61252 round its train, then a colleague and I got on. It was my turn to drive first. The driver showed me how to set the reverser at 25 per cent, then when departure time came I pulled the whistle cord and opened the regulator.

Never having driven a locomotive before, I was ignorant of certain basic characteristics of steam power, and when after a second or two 61252 showed no sign of moving, I assumed my regulator opening was insufficient, and I moved the lever further over; still no result, so I opened the regulator to its full extent. The driver pulled it nearly shut in time to prevent a slip, the club members had agreed that ridicule would be directed at anyone who made the engine slip - and the train got moving. Once over the points and round the curve outside Wisbech station, the driver told me to reduce the cut-off to 15 per cent and open the regulator wide; full regulator and 25 per cent would, he said, make a "B1" shoot along in fine style, but coal consumption would be heavy, and as we were working tender-first to March high speed was not desirable. On such a low cut-off, opening the regulator wide produced no immediate result, but the train gradually increased speed until the speedometer was reading 45 mph. The locomotive was swaying gently, but there was little impression of speed with the footplate being relatively high off the ground.

I watched the orchards and flat fields of the fens slipping by for a minute or two, and then we changed over and it was my turn to fire. The jiggling of the engine and tender unbalanced me, and my first shovelful of coal went all over the footplate. My next few attempts were better, and the coal did go into the firebox, although I could not master the regular fireman's knack of striking the shovel against the bottom edge of the fire hole door to throw the coal forwards; I had to deliver coal to the fire by shaking it off the shovel. I was told to allow the steam pressure to fall as we approached March, to avoid blowing off, so apart from seeing to the injector I had little to do as my colleague applied the brakes, stopped in March station, and ran 61252 round its train. I took over driving again for the final manoeuvre, backing the engine on to the train ready for the next pair of students.

I had never found parking a car in a garage or other confined space easy, and judging distances with a large locomotive was much worse. Under the driver's instruction I got 61252 moving, then shut off steam and let the engine coast backwards towards the waiting carriages, checking its speed with pulls at the steam brake handle.

I made my final application a shade too soon, and the student who was waiting to couple us up beckoned me on. The driver opened the regulator, and immediately the coupler-up flung out his arms to signal me to stop, I pulled on the brake, but not quickly enough to stop 61252 hitting the carriage buffers with a resounding crash.

Like many railway enthusiasts, I had always thought driving and firing a glamorous occupation, but after my experience with 61252 - crouching in front of the fire, unable to keep my feet properly, and with stiff arms the next day from wielding the shovel - I decided that perhaps after all it was not the job for me!

Nevertheless, the day I became an engine-driver has stayed in my memory as a most enjoyable and interesting occasion.

There's always something better!

by "62685"

What starts you off on this hobby? One that is all right for boys who are 'Trainspotters'. Once you grow up you become a 'railway enthusiast', 'ferrinquologist', 'anorak brigadeus', but to everyone else you are still a 'Trainspotter'. You put up with jokes about flasks, books, pens, anoraks, cameras, binoculars, etc.,etc. But why? What is it about railways that holds your interest, whatever else happens in your life away from the iron road? Where does it end? Does it ever end?

So much for being philosophical about questions I can't answer! What I do know is how I first took an interest in railways, that has lasted well over forty years.

I was born and lived within 100 yards of the ex Lancashire and Yorkshire (or should it be Yorkshire and Lancashire?) (*no, right first time, Editor*) main line. For the first few years of my life I never bothered with the railways until I started at the local junior school. Here, our dinners were taken above the local workingmen's club. This required us to walk from school in a lengthy 'crocodile', over a railway bridge and past the entrance to Thornhill Lees station. Almost every day the local pick-up goods was shunting in the 'tranship' bay - it was invariably an ex-L&Y 0-6-0, usually 52121 (if only we could see it now!) and brought a chorus of groans from several members of the 'crocodile'. As days went by, I found out that the groaners were trainspotters, something I had never heard of. They told me that if I rushed down my school dinner (a nice change from rushing it up!) and ran back to the fence by the station, I would see a real engine.

Come the following dinner-time, 52121 was on duty as usual and 12.35 found us by the lineside at Thornhill Lees station, just as a Fowler or Stanier tank with three coaches in tow left for Wakefield. Surely this was not all that special? No, my friends urged me to wait for a few minutes and just before 12.45 came a sound in the distance, indescribable, but growing in volume and ferocity. Then out from under the bridge on the fast lines, avoiding the station and right up against our railings, came a breath of white smoke and an instant later a massive green engine, numbered and named. Never had I seen such a machine, green with yellow lining, a brass nameplate, its wheels a blur and connecting rods rapidly rising and falling, its 50 mph seeming more like 100 mph. The loco was 45698 'Mars', the train was a Liverpool - Harwich service, but to us it was the "quarter-to-oner". I can't be certain today of the colour of the coaches, probably "blood and custard", but though I only saw it for a few seconds, I can see that 'Jubilee' to this day.

In the following weeks I saw the 12.45 every day, and it was always 'Mars', 'Dauntless' or 'Glorious' I don't remember it changing. By then I was bitten by the railway bug, and that part of the L&Y main line near my home was a place to be visited every evening by several of us from our estate. At our view point the L&Y ran below us, the branch to Dewsbury Saville Town ran on an embankment behind us, and behind the main line signal-box was the junction into the wagon works - it had originally continued into Dewsbury's L&Y station at Market Place.

We had heard about a book by Ian Allen which contained all the numbers, so two of us went round the village with a borrowed wheelbarrow collecting scrap metal. Then round to the local scrap-merchant and after explaining why we had collected the scrap and what it was for, we received 5/-, just enough for two books but not enough for the bus-fare to Dewsbury and back. So we walked the six miles there and back for our Midland Region ABC.

Now our evenings beside the lineside really began to educate us. We learned something of the locos passing by - 'Derby Eights' (48xxx's), Fowler and Stanier tanks on locals, 'Crabs' and 'Black 5s' (we called them "Mickey's") on fast freights, and an endless procession of WD 'Austerities'. As at dinner-time, the evening session had its highlight. About 6.15pm, an express passenger train worked through - it started at Bradford but where it went, we knew not. What we did know was that it was usually 61017 'Bushbuck' and, furthermore, its number wasn't in our books. So we saved up and bought an Eastern Region Ian Allen and having invested heavily in our hobby (5/- to be precise!), we decided to go further afield.

Three miles to be exact!. To Thornhill LNW. Junction, by Ravensthorpe station, where the L&Y main line joined the LNWR Trans-Pennine route. We could only go there on Saturdays or in the holidays, but with a pocket full of squashed jam sandwiches and a bottle of water, it was getting very close to Heaven!

We still saw the tank-engines and WD's hauling coal trains, but now we had ex-LNW G1s and G2s and the new 'Standard' class 4-6-0s, plus more 'Black 5s'. The 12.45 was still there, but now it took second place to the Liverpool - Newcastle's with 'Jubilees', un-rebuilt 'Patriots' and 'Royal Scots'. What more could you ask for?

We learned to watch for the signals pegging the different routes, the difference between 'homes' and 'distant' and something about train diagramming, simply from the constant reappearance of the same engines. We thought we couldn't want more - but we did. Where were those engines whose numbers began with 6? After all. we had spent our money on the book and now we wanted some return on our investment!

Aged about 10, we decided to try to find them. Having gleaned what we could from our fellow trainspotters at Ravensthorpe, we decided to go to Leeds. On a Saturday morning in August we found ourselves at Ravensthorpe station about 9.00am, paid our 10d for a half-return ticket, and we were off to Leeds. The loco was one of the regular performers on the Leeds Huddersfield service, 42408, and it took us to foreign parts like Batley and Morley. So much to see, a J50 shunting at Batley, Farnley loco depot, so much not to see, the 1 mile 1609 yards of Morley tunnel, and then Leeds.

At first we were a little nervous of moving round the station, but curiosity soon found us on platform 7 on the new side of City station. We watched Midland 'Compounds' leave for Morecambe, Sheffield and Derby and 'Jinties' on station-pilot duties. The 'Scots' and 'Patriots' on the Liverpool - Newcastle's ran into the old North Eastern part of the station but what we didn't realise was they were coming off and being replaced by A3s. That side of the station also had B1s, 'Hunts' and B16s, but then we didn't have time for that as there was a new experience in store for us - a titled train!

The 'Thames-Clyde' express and what a bonus! A 'Jubilee' brought it in and a 'Scot' took it out, two for the price of one and us only feet away from a northbound 'Scot'. We had only just calmed down when the southbound 'Thames-Clyde' was on us, reversing the procedure, and a southbound 'Jubilee' was added to our list. Later in the day the Up and Down 'Waverley' changed engines, introducing us to a brand-new 'Britannia', 70053 'Moray Firth'. All too soon it was time for home. We had run out of sandwiches, pop and money and once again we had 42408 for company, but now it didn't raise the same enthusiasm it had done several hours earlier.

After a few more trips to Leeds we discovered the north-eastern part of the station, dark and gloomy but the sight of my first A3 60036 'Colombo' brightened it up considerably, and 'Pacifics' - what giant engines they were. Where could we find some more? We were told that three of these streamlined giants regularly worked the 10.00am, 1.00pm and 4.00pm departures from Leeds Central to Kings Cross (well, nearly regularly). Now it was time to decide - should we leave the 'Thames-Clyde', 'Waverley' and 'Devonian' to see what Central had to offer? The thought of those green giants won the day.

Venturing for the first time on to the pavements of Leeds we found our way to Central station. On to the concourse we went, but we couldn't get on the platforms - what sort of station was this? By way of recompense we spent a penny on a printing machine which gave you 18 letters on a metal strip, needless to say it had our favourite engine name on it!

Turning from the machine we saw another new loco type rolling up to the buffer stops, 60134 'Foxhunter' arriving from Doncaster, and in pristine condition. Even on a four-coach stopping train it looked impressive. All this, however, didn't solve the problem of where to catch sight of the A4 on the 1.00pm to Kings Cross and it was now 12.30. We left the concourse and wandered around the station, finding a viewpoint on the old cattle dock, on the arrivals side just outside the station. The stock was already in and after a few minutes we saw the A4 backing down - smooth, streamlined, clean, moving silently (apart from the Gresley 'knock') onto its train.

It was totally different from anything we'd seen before - the most beautiful engine in the world (I know better now, but I put it down to youthful enthusiasm), 60003 'Andrew K. McCosh'. We stood entranced, lost for words, and hypnotised by this thoroughbred of engines, until the safety valve lifted and brought us back to reality. We watched it leave for London and we left for City station for the remainder of the afternoon, which was something of an anti-climax after our introduction to the A4's.

As we journeyed home behind our faithful Fowler tank, our sole topic of conversation was the A4. We even recounted our experiences to an old lady of about 19, who listened with a huge grin on her face, but then she hadn't seen the A4.

That night as I lay in bed, I thought about what a marvellous day we had had, and the sight of that A4 in my mind's eye convinced me that I would never have a better day's trainspotting or see a finer locomotive. I had reached the very pinnacle of my hobby - but then again, I hadn't seen a 'Duchess' yet!

The Pennine Quiz No 87

Ken King

Thanks to Ken for providing this edition's quiz. Answers to the editor by November 16th, please!

- 1) Between which two stations is Cottage Pie viaduct?
- 2) Which is the only intermediate station on the Primrose Line?
- 3) What was the number of the only steam locomotive broken up by F.C. Larkinson of Grantham?
- 4) Which two A3s were named after horses that dead-headed in the Derby?
- 5) Who performed the naming ceremony on 47712 'Dick Whittington'?
- 6) Which was the first A3 to display the title 'BRITISH RAILWAYS' on its tender?
- 7) Which station was re-opened on 5th October 1987?
- 8) Which Deltic was named after the winner of the Doncaster, Goodwood and Ascot Cups?
- 9) What is the southern terminus of the 'Wessex Scot' service?
- 10) On what date was Skelmanthorpe closed to goods traffic?
- 11) What was the number carried by the first RES class 47?
- 12) Excluding the preserved 'Princess Royals', which was the only one not cut up at Crewe Works?
- 13) Which was the first 156 to cover 1,000,000 miles?
- 14) Which 08 carried the unofficial name "SLOP POT"?
- 15) Where was 61657 'Doncaster Rovers' cut up?
- 16) On what date did Margam Marshalling Yard open?
- 17) Which service had a St. Christopher medal on its window stickers?
- 18) Which was the first class 43 to carry a tin style nameplate?
- 19) On what date were class 27 push-pull services introduced between Edinburgh and Glasgow?
- 20) How many viaducts are there between Paignton Queens Park and Kingswear?
- 21) Near which town was Coke Ovens Junction?
- 22) What is the name of the former St. Botolphs station?
- 23) Which locomotive carries the name 'Holt Pioneer'?
- 24) How many class 47s have been named after universities?
- 25) How much in pre-decimal currency was the surcharge to travel in the observation car between Fort William and Mallaig, in 1959?

Pennine Quiz No.86

The Answers

- 1) Dursley
- 2) Bedford
- 3) Somerset and Dorset
- 4) Long Eaton
- 5) Earby
- 6) 40E, later 41J

- 7) Saxilby
- 8) Stratford-on-Avon & Midland Junction
- 9) Clapham Junction
- 10) Bude (or Torrington)
- 11) Northampton
- 12) Feniton
- 13) Radley
- 14) 72A
- 15) Barnetby
- 16) Metropolitan
- 17) Moat Lane Junction
- 18) Wellingborough
- 19) Garsdale
- 20) Wolverton
- 21) 72C
- 22) Morfa, Mawddach
- 23) Maiden Newton
- 24) Uffington
- 25) 84F
- 26) Dauntsey, later Little Somerford
- 27) Axminster
- 28) 86E
- 29) 75C
- 30) Dovey Junction

The outright winner was Pete Gardner. There were four entries which tied for next place. Bladen junior was asked to pull two names from a hat. John Dewing and Malcolm Bell were those picked. Well done gentlemen and thanks again to Paul Slater for setting the quiz.

What the paper say!

Rail privatisation has featured greatly in this column over the past months, so by way of a change, this edition's column starts with a railway story of a different kind. It is taken from the London Evening Standard on July 2nd and was written by Dick Murray, the Transport Correspondent.

Tube engineers called in to hoist 35st patient

Doctors faced with a weighty problem when they couldn't find a bed big or strong enough for a 35stone patient have turned to an unorthodox source for help - London Underground engineers.

The engineers were brought in after a senior doctor at the Middlesex Hospital remembered that the same department had offered him advice on how to raise a boat that went down off the Italian coast in 600BC.

Teacher Peter Cameron, 42, had been flown to Britain from the Middle East suffering from a virus that threatened acute breathing problems. Doctors operated but the patient faced further problems. He needed a special bed-cum-table that would tilt him into an upright position to allow vital post-surgery physiotherapy.

Dr Hugh Montgomery contacted London Underground in despair after hospital staff failed to find anything suitable to bear Mr Cameron's weight.

He said today: "It was more perspiration than inspiration. We were desperate. Then I remembered LU had helped me before. Twelve years ago LU helped raise an Etruscan boat which went down off the Italian coast in 600BC. I was with the archaeological team from the British Museum and the Museum of Florence and we were stuck until LU advised us on how to raise her."

The doctor said of his latest dilemma: 'We were in a real life-or-death situation with the patient suffering from respiratory failure compounded by the fact that he weighs 35-stone. To keep him alive we needed a contraption strong enough to lift him from a supine to an upright position for post-surgical care.'

LU's team responded by modifying an existing tilting table and installing a special hydraulic system, at a cost of £2,500, to replace the existing electric motor that could not cope with the patient's weight. David Hornby, LU's director of engineering, said: "It was a challenge but we were delighted to help. People are our business. Two of our team visited the hospital to take measurements and within days it was off the production line and ready for the nursing team." Today Mr Cameron is said to be making good progress.

The much missed station master is about to make Private Eye a comeback. West Anglia Great Northern Railways intends to restore Masters to at least 20 of its stations before the end of the year. This poem is taken from the Poetic Licence column in the 'Independent' and is by Martin Newell.

Return of the Station Master

A coal fire in his office
The fob watch in his pocket
The rigmarole of label tying
With sisal twine and docket
Which had to be respected
When parcels were collected

And well into the Sixties
The best-kept village stations
Had flowerbeds and livery
Receiving commendations
Did station masters dream
In bottle green and cream?

The breadth of Beeching blunders
From Bedford to St Pancras
Was measured out in traffic cones
Container trucks and tankers
While the trains were scarcely faster
Without the station master.

And when the vandal threatened
A way was found to foil it
They placed surveillance cameras
And locked the station toilet
Then only found the key
When the station staff were free

The newly managed railways
Now find an old solution
Replace machines with human beings
And there's your revolution.
Someone to take the flak
The station master's back

In the last edition of this column, one of Martin Newell's poems 'Adlestrop Retrieved' was featured. Paul Slater has sent a copy of the original poem, 'Adlestrop' by Edward Thomas

Adlestrop

Yes, I remember Adlestrop
The name, because one afternoon
Of heat the express-train drew up there
Unwontedly. It was late June.

The steam hissed. Someone cleared his throat.
No one left and no one came
On the bare platform. What I saw
Was Adlestrop - only the name

And willows, willow-herb, and grass,
And meadowsweet, and haycocks dry
No whit less still and lonely fair
Than the high cloudlets in the sky.

And for that minute a blackbird sang
Close by, and round him, mistier.
Farther and farther, all the birds
Of Oxfordshire and Gloucestershire.

Rail Ale

by Ian Shenton

Close to Leeds City station are several public houses worthy of a visit. The **Cock of the North** is a new pub in an old building under the rail bridge in Swinegate. The pub sells real ales from small independent brewers and can be reached by turning right outside the station entrance, walking along New Station Street then down the steps adjacent to the NCP car park clock-tower. At the bottom of the steps turn left and the pub is under the bridge, on the left.

From one of the newest pubs in the area to one of the oldest. The **Prince of Wales** is a Courage/John Smith's house, normally serving a guest beer alongside the John Smiths bitter and Courage Directors. Hot and cold food is available at lunchtimes. The pub has won several local CAMRA awards and is also in Swinegate, but you turn right at the bottom of the steps, and the pub is 50m on the left.

Another old watering-hole in Leeds city-centre is the **Scarborough Taps**. This Tetley pub has recently re-opened after extensive internal refurbishment and offers the usual Ind Coope beers from Burton, several guest beers and hot and cold food at lunchtimes. This pub can be reached by leaving the 'Prince', crossing over the road (Mill Hill) and the 'Taps' is 50m on your right. To return to the station take the stairway which is across from the pub entrance in Neville Street - it's a two minute walk, depending, of course, on how many you've had!

Although the Pennine is a railway society, there are one or two members who occasionally use the bus. With them in mind here are some recommendations for 'Bus and Coach Ale' (*Note for Gerry Collins of Lincoln - we won't make this a regular feature. Editor!*) A new bus and coach station recently opened in Leeds, on the site of the of the old Metro bus station, near to Kirkgate Market. National Express have also moved onto the site from their Wellington Street bus station. The new Royal Armouries museum is nearby and there are two pubs worth a visit if you are in the area. **The Palace** is a Tetley pub which also serves up to eight guest beers. Recently refurbished, the pub offers hot and cold food at lunchtime, has a no-smoking room and also offers views of the York - Leeds railway line. To reach the Palace leave the bus/coach station at the New York Street exit, cross the road and go alongside the Mayfair Bingo hall and under the railway, until you reach the church. The pub is on the left of the church.

The Duck and Drake is a Scottish and Newcastle house offering up to ten guest beers and ciders from small independent breweries. This is a very basic pub, with no posh seating or carpets, and sandwiches served at lunchtimes. To reach the pub follow the same directions from the bus station as for the Palace, but when you reach the church turn right, and the pub is 100m on the right, under the railway bridge.

The following is an extract of an article written by Brian Glover and is taken from the July edition of CAMRA's newspaper "What's Brewing".

The brewery standing at platform one.

David Lightley's Pembroke Brewery has seen as many battles in two short years as the castle at the other end of the historic Welsh town's main street. To survive, he has had to switch his point of attack - and in the process moved off the road and on to the rails.

A keen home brewer, he bought a 10-barrel, full-mash plant in 1994 and launched into the local free trade. At first he seemed to have found the right road. He called his beers after the town's thoroughfares - Main Street Bitter and Golden Hill Ale, and sales boomed as he built up 25-30 local outlets. Then came winter. He expected business to fall away, as Pembrokeshire relies heavily on the seasonal tourist trade. But he did not expect so many pub doors to be bolted in his face by the big brewers.

Knocked off his regular trading route, he switched to a new track. He decided to open his own pub, bidding for the lease of the railway station in Pembroke Dock. The Station Inn in Dimond Street opened in May 1995 and has proved an oasis for thirsty travellers. Up to eight trains a day run into the station, the end of the line for those heading for the Ireland ferry.

Instead of standard Travellers Fare - bolted down red plastic tables and chairs and orange lino tiles, visitors will now find a pine and ash bar with leaded glass panes, built by David himself, along with a variety of wooden furniture inside the old stone building.

On the bar is a fitting range of rail ales. In addition to the original "street" beers, there is a strong ale called Off the Rails and a special brew for trainspotters - Old Nobbie, "the anorak stout".

David Lightley knows the detail demanded by his new customers. The pump clip for Old Nobbie shows a rail enthusiast clutching a pad of loco numbers. 'And those are real trains that call here.' Last month he organised his first beer festival at the inn, featuring Scottish and Welsh ales. He also inn, featuring Scottish and Welsh ales. He also launched his summer brew Sound Whistle at the music and ale celebration. The pub now standing at platform one looks to be taking off and the brewery is also beginning to build up a good head of steam.

Crockers Rendezvous

by Stephen Gay

Boarding the 'Dorset Scot' at Sheffield Midland station might not seem the perfect way to begin a Great Central Railway weekend away, but the service provided a useful connection for our mission south. Saturday 20 July 1996 was the date chosen by the GCRS's Southern Area representative, Len Bunning, for a slide show in the capital. It was also the date, 15 years ago, that the Woodhead route closed and, on a happier note, it was my ??th birthday as well! With my better half, Denise, I headed south.

The first part of our journey, aboard the 'Dorset Scot' (the 06.55 Edinburgh - Bournemouth), involved a 126-mile run to Banbury, via Birmingham New Street. With a seven-coach HST set, power cars 43067 (leading) and 43091 in full cry, we were well and truly on our way. After stops at Chesterfield and Derby, we soon arrived at New Street then, after reversing, the train called at Birmingham International, Coventry and Leamington Spa before arriving at Banbury at 13.07. The 'Dorset Scot' departed, and after refreshments at the 'Quick Snacks' buffet, it was back down to platform 3 for the 13.30 departure to London Marylebone.

Our 90-minute run to the Mecca was in the capable hands of a 3-car class 165/0 'Chiltern Turbo'. The top speed of 75 mph was soon reached and the train called at Kings Sutton, Bicester North, Haddenham and Thame Parkway, Princes Risborough, High Wycombe, Beaconsfield, Gerrards Cross and Wembley Stadium, before arriving bang-on time at Marylebone.

Once through the station barrier, we drifted towards the 'Victoria and Albert' station bar, where we were greeted by Les Bunning and renowned fellow-GCRS member Peter Rousselage. A few birthday drinks,

plenty of GC chat and a look through Peter's postcards, then it was 17.00 and time to go. After a two minute car journey from Marylebone, Len dropped us off at the venue for the evening's entertainment, before departing to collect the guest speaker.

The venue of the slide show was 'Crocker's Folly' in Maida Vale. This visit was our second to the 98-year old building, following last year's 'GCRS Walkabout', and Peter must be credited with the find. The story goes that at the height of the Victorian railway boom, somebody gave Mr Frank Crocker a hot tip that Marylebone station was going to be built in Maida Vale. Mr

Crocker worked out where the station would go and built a hotel right opposite. He opened the hotel, with the highest hopes in 1898, only to learn that the new station was to be built in Marylebone. Ruined, he jumped from one of the many upstairs windows poor Frank! Once inside 'Crocker's' we marvelled again at the decor, looking up at a fanfare of marble columns and walls, whilst being careful not to spill our real ale! Seated comfortably on antique furniture, we admired the massive baronial fireplaces, richly coiffured ceilings and the expensive carved mahogany fittings - this must surely be one of London's most remarkable public houses.

We were soon joined in the pleasant and comfortable surroundings by our society Chairman, Mike Hartley, all the way from Scunthorpe. Len duly arrived back with our guest speaker for the night, Fred Ivey, who was accompanied by a friend, Les, a former Stratford fireman.

Around 19.20 we made our way upstairs to the small but adequate room where Len, Fred and Les were making final preparations for the show. Len then made the formal introduction to the audience of fourteen.

Fred steamed into an excellent show, with a varied selection covering such items as London Transport, the Woodhead electrics, 'Butler Henderson' at Loughborough in 1938, and 1938 tube stock, still in use today for weed killing duties. There was also a sprinkling of trolleybuses, and signal-gantries at Greenford and Neasden! A truly fascinating slide show, well put together and with a very informative commentary. Well done, Fred! I look forward to a further helping! After saying our goodnights, and still wondering which window poor Frank Crocker leapt from, our taxi arrived to take Denise, Peter and myself to the 'Lords Rendezvous', a Peking cuisine restaurant. Len would join us later, after taking Fred and Les back to Edgware Road. The first impression on entering the restaurant is of entering a railway booking-office. Once inside, Peter explained that this Finchley Road establishment was once the old Metropolitan Railway's Marlborough Road station. Looking out at the lines down below, he also told us that one or two up-Great Central expresses passed this way, when diverted to terminate at Baker Street.

We enjoyed an excellent meal, complemented by plenty of GC chat, but it was approaching closing time and there was still no sign of Len. We waited outside, listening to the clattering of the tube-stock down below. Len finally arrived, apologising for being late and informing us that this was due to the common 90s phrase, "sheer volume of traffic". We later found out that the chaos was due to a Tina Turner concert at Wembley Arena!

Back inside Len's car, we headed home via the EMI recording studios, and over the Pelican crossing made famous by the 'Beatles' and their 'Abbey Road' album. I wonder how much that Volkswagen number-plate would fetch at auction? We dropped Peter off in NW8, and after the "thank you's" and "goodbyes", continued on to Wembley for an overnight stay at Len's.

Sunday morning came around with Denise and I being treated to a hearty 'Len Brunning Breakfast Special' - delicious! This was followed by a tour of the local railway scene, starting at Sudbury and Harrow Road station, whose first station-master was a Mr Booth, transferred from Rotherham Central. Back to the car via the vintage cigarette machine and the old 'Ryans Bus' garage. The current proprietor of the garage stopped Len and asked if his car needed another service. Len, laughing, explained that we just peering into the historic building on our tour of nostalgia!

We travelled onwards to Sudbury Hill Harrow and noted the station buildings have now been taken over by a dry-rot specialist. The weather was dry and very hot as we continued our tour via South Ruislip station (Northolt Junction), past the old Northolt racecourse site and on for a break at Ruislip Gardens station, which

was closed due to engineering works. Never mind, we had plenty of time to study the Harry Beck-designed Underground map.

Our final port of call was West Ruislip station, a very quiet and spacious railway affair, with an appealing overbridge for the railway photographer. A few of Fred's pictures, from last night's show, were taken from this vantage point.

With the sun still shining down, we headed for Kings Cross along the A40, Western Avenue, calling off at Marylebone for suitable refreshments, past the crowds at Madame Tussauds and the awe inspiring St Pancras, before arriving at the East Coast Main Line terminus. Len's hospitality was first class - Denise and I felt like Royalty! We said our farewells to Len and entered the bustling station.

The journey back to Sheffield followed the 1958 (rerouted) 'Master Cutler' service. Our train, the 14.10 service to Leeds, was hauled by 91008 and the run to Retford was made in booked time. Our connection to Sheffield, in the form of a Metro liveried class 144, was waiting on the low-level platform 3, so completing our return journey.

Denise and I would like to thank Len and Peter for arranging a marvellous show, arrangements second-to-none, and in surroundings, well!! I do hope we've whetted your appetite for we will most certainly join Len and Peter at the next 'Crocker's Rendezvous'!

Stephen Gay is presenting a slide show, "The Master Cutler" on Saturday 16 November, at the Commercial Inn, Carbrook -Further details are in the "Notice Board" section. Incidentally, your editor has visited Crocker's Folly and heartily endorses Stephen's enthusiasm for the place. If you fancy a visit, the pub is two minutes walk from Warwick Avenue tube station, on the Bakerloo Line.

The West Highland Experience

by Chris Tyas

Friday, 12th of April 1996, shortly after 7am I get to Dave's house just as Chris and Helen arrive from Scarborough. The taxi is punctual and we get to Doncaster station in time to see Bo-Bo departing to work on his St Pancras tram. Tony and the other Chris arrive, and we wait eagerly for our special. 47721 turns up promptly, hauling a Great Western observation saloon, a club saloon, five Manchester Pullman vehicles, a mark one buffet and a mark one open bringing up the rear. This is to be our coach for the weekend and is off the platform because the driver stops short.

We set off up the East Coast Main Line as far as Hambleton South Junction, turn off, passing through Gascoigne Wood where a National Power class 59 is hiding behind a rake of MGR wagons. The next port of call is Leeds then on through Skipton to Carlisle, where a crew change is made. We then head north along the West Coast Main Line to Law Junction, bypassing Motherwell, then to Mossend Yard where 47721 is removed to be replaced by 37428 David Lloyd George' (a real Scottish 3V).

From Mossend we wind our way around the suburbs of Glasgow to Cowlairs Junction, catching a fleeting glance of Eastfield shed (or maybe not, as the whole lot has been demolished, leaving just a few stabling roads). We are now heading out of Glasgow, through Dalmuir and Dumbarton, running alongside the Clyde to Craigendoran Junction, where we have a wait of about 20 minutes until the Glasgow-bound class 156 passes.

We now have the single line token and are on the West Highland Line proper. The first section is a very steep climb up to Helensburgh Upper and 37428 is definitely struggling with load 9 on the back, but we make it without stalling. From here it is all scenery, with the line passing lochs, mountains and moors. We have a short break at Ardlui so passengers can stretch their legs for ten minutes. At Crianlarich we see a rescue helicopter landing to drop off a party of rescuers who have been searching for a walker missing for over 24 hours. We hear later that the search has been called off because of the poor weather - they have also given up much hope of finding him alive.

Between Tyndrum Upper and Bridge of Orchy, we pass over the Horseshoe Viaduct where it appears that the loco is going in the opposite direction to us in the last coach. We are now heading out on to Rannoch Moor, where it seems the only inhabitants are herds of deer. From here it is downhill to Fort William, where we arrive on time at 18.45. In the next platform, 37401 is waiting to take the sleepers to Edinburgh.

A coach is waiting to take us to our hotel where, after booking in, three desperadoes (who shall remain nameless) hire a taxi back to the station so they can have 37401 to Spean Bridge, where the taxi will be waiting to take them back to the hotel in time for dinner! After dinner we settle down in the hotel bar for a few drinks and a bit of banter. We only realise it is time for bed when the one person who seems to be on duty is the night porter!

Saturday, 13th of April. After breakfast a coach takes us to the station in time for an 09.30 departure to Mallaig. There is just enough time before departure to shoot some video of the hotel and the loch across the road. On arrival at the station we find that 37428 is at the front, but our coach is off the platform yet again, and we have to wait for it to be set back on to the platform. The next decision is to water the stock, which means a late departure.

I decide to inspect 37428 since it has recently been outshopped by Glasgow Works. I am taken aback by the poor quality of the body-work and feel that had it been a LoadHaul-owned 37, it would never be accepted back into traffic in that condition. At least it goes well, and I spend most of the trip to Mallaig at the front-door window, listening to the engine.

On arrival at Mallaig, the train crew have to run the loco round the train, but because of the exceptional length, this means propelling the train out of the platform, splitting it in half, then pulling one half back in. They then run round the first half of the train, couple up, pull the first half back out of the platform then set it back into the other platform. The loco is uncoupled again, drops onto the second half, draws it into the platform then runs round, before being recoupled, drawing the second half out of the platform and setting back on to the first half. The two halves are coupled together and a brake-test is carried out. The whole train is then drawn out again before being set back into the other platform, ready for departure. *(Editor's Note: That last bit took some working out and some typing! - if it doesn't make sense, it's my fault, not Chris's!!)* This all takes quite a long time, so we have plenty of opportunity to video and photograph some of the movements.

On the way back from Mallaig, we have a short break at Glenfinnan, where the club coach is named Loch Shiel. We decide to walk down the hill to photograph 'Concrete Bob's' viaduct. Boy, is that a mistake! Why do hills always seem twice as steep going up? On arrival back at the station there is just enough time to poke our heads round the door of the station museum and get a couple of photos of 37428. When we leave Glenfinnan the driver draws the train on to the viaduct and stops for a few minutes, giving us an opportunity to photograph the train from the back coach.

On arrival back at Fort William we have the choice of going back to the hotel or having a look round Fort William and making our own way back to the hotel. We choose the latter, but decide to catch the service train back to Banavie, with 156432. We have spotted a bus garage next to the station and spend 50 minutes looking round before catching 156492 back to Fort William, then a taxi to the hotel. After dinner we decide to have a few drinks and a few games of pool. Once again it is way past midnight- the end of another enjoyable day!

Sunday, 14th of April. Same routine as yesterday, but today we will be heading south to Edinburgh and home. It is really a dull, wet morning. A stop has been organised at Spean Bridge, where a fleet of coaches is waiting to take the passengers on a short sightseeing tour. I decide to stay on the train and read the Sunday papers. The walker who was missing has managed to dig himself into a shelter and wait until the weather improved. He has then calmly walked to the nearest farm and asked the farmer to phone for an ambulance!

We retrace our steps of Friday back down the West Highland Line, but at Cowlairs Junction we veer off to the left and pass what is left of Eastfield shed, heading for Edinburgh where we have a stop of just over an hour while the train goes to Craigentinny for servicing. I go to the Guildford Arms for a decent pint. 37428

brings the train in from the depot, then uncouples and runs light engine back to Motherwell. 47721 is coupled on to the other end and we set off along the East Coast Main Line on the final leg of our journey. At Doncaster we bid our farewells and all that is left is to catch a taxi home.

Pennine Observers Notes

Eastern Region

We start down at Peterborough, where on May 27 31186/308/466, 37216/679/885, 56041, 58005/008/031/038 were noted. Later that month, on the 30th, 47294 was sighted at Hull Paragon station. Still in East Yorkshire, Pacer unit 144013 failed at Beverley on June 13 whilst on a Beverly - Hull working. The disgraced train had to be rescued by 156438 which was operating a following Bridlington - Hull service.

The 16th of June saw 47572 on 'dragging' duties in the Leeds area. One service given the treatment was the 12.40 Leeds - Kings Cross which the 47 worked as far as Doncaster. The following week on the 23rd, 47773 was employed on the same service.

Saturday June 29th saw much charter activity at York. 86419 worked in on a Kings Cross Carlisle charter, which was taken forward by 47745. The Pathfinder "North Eastern Explorer" was powered north by 47778, however, the engine experienced brake problems at Durham and the return working was taken over by 47749.

Pathfinder's "Yorkshire Yankee Doodle Dandy" railtour ran on the 13th of July. Locomotives involved during the tour's wanderings in Yorkshire were 31112, 31554, 56094 and 60007. Other locos involved in working were 58033, between Nottingham and Birmingham, and 37601+37603 between Bristol and Crewe. East Coast Main Line workings noted later that day, at Hougham near Grantham, were:

91007 15.00 KX - Glasgow
91013 15.30 KX - Edinburgh
91014 13.30 Edinburgh - KX
91015 14.00 Edinburgh - KX
91016 15.05 Leeds - KX
91018 12.00 Glasgow - KX
91020 12.00 Edinburgh - KX
91021 16.00 KX - Edinburgh
91022 14.05 Leeds - KX
91025 16.05 Leeds - KX
91027 14.30 KX - Leeds
37216 on a Cargowagon train
56109 on a block train

On July 20 86401 was noted operating a Kings Cross - Edinburgh charter. The same day also saw a class 37 railtour the 'Settle Syphon' run through Doncaster. 37058+37059 took the tour from Doncaster to Carlisle while 37057+37051 worked from Doncaster to Kings cross. Motive power for the rest of the tour was not reported!

A lunchtime visit to Knottingley on the 25th of July produced 56077 on a Ketton Cement - Ayr empty coal working, 56098 on an MGR, 58038 on Rufford - Gascoigne Wood coal empties, 58045 on Worksop - Gascoigne Wood coal empties, 59201/203/204/205 on National Power MGR trains and 59206 heading a stone train to Drax. Our correspondent reports that it is normally possible to see all six class 59s working through Knottingley between 10.30 and 14.00.

On July 28th, 91031 failed at Doncaster on the 11.00 Kings Cross (12.33 Doncaster) Glasgow. The Doncaster standby engine, 47767, was summoned and proceeded to haul the train northwards.

47817 was noted at York on the 29th of July having worked the 07.55 service from Birmingham. The following day a member at Barnetby noted: -37716/717, 47224, 56063/089/090/107/116/131, 60003/014/021/022/025/051/064/067/091.

Further ECML sightings at Hougham, this time on August 3rd were:

91003 14.05 Leeds - KX
91005 14.30 KX - Leeds
91006 16.05 Leeds - KX
91007 13.30 Edinburgh - KX
91008 16.00 Edinburgh - KX
91010 15.30 KX - Leeds
91015 15.05 Leeds - KX
91020 17.00 KX - Glasgow
91021 12.00 Edinburgh - KX
91023 12.00 Glasgow - KX
91027 14.00 Edinburgh - KX
91029 16.30 KX - Edinburgh
91031 15.00 KX - Glasgow
47201 on a car train
56126 on a block train.
56126 on a block train.

Further down the ECML at Peterborough, the following were noted on August 5th:- 31308/407, 37012/057/678, 56068/079, 58029. Again at Peterborough, on the 10th of August were: -31407, 37601/612, 47142, 56058/069/089/126, 58008/012/049. Later that day at Kings Cross, 47765, 86419 and 90020 were noted.

47847 disgraced itself by failing at Colton on August 18, whilst heading the 13.05 Newcastle Poole. 37519 came to the rescue and hauled the train as far as Doncaster, where 47739 took over.

Midland Region

More Pathfinder news. On June 1st, 20301+20302 +20303 worked a Pathfinder tour from Crewe to Workington. 37604+37611 had taken the train from Bristol to Crewe, then took over again for the return Carnforth - Bristol leg. A member out and about on the 22nd of June noted the following:- 37408 on a Stockport - Holyhead train, 47841 on a Paddington - Piccadilly train, 37071/255/509/695 at Warrington, 37402/413/414/418/429 on Crewe - Holyhead services, 47760 at Chester, having worked a SRPS charter from Kirkcaldy. Finally, to round off the day, 86212/216/ 233/252, 87018, 90003/004 were noted at Manchester Piccadilly. The following day at Birmingham New Street, 47853, 86253/260 were noted.

Into July, now. Saltley depot played host to 47194/294/305/306 on the 1st, and on the 6th, the 08.10 Liverpool - Paignton was worked into Birmingham New Street by 86204 and taken south by 47715 Haymarket, still in its NSE livery.

Amidst the delays and confusion caused by the previous evening's tragic derailment at Watford Junction, new RES EMU 325005 'glided' (our correspondent's term!) through Crewe station on a test run, on Friday August 9th. 37418 'East Lancashire Railway' was also observed making an extremely loud and smoky departure on the late running 11.18 Crewe - Holyhead train. 37402/420/422/429 were noted on other North Wales services, with 37413 putting in a welcome appearance on the 18.18 Crewe - Bangor. At Chester the same day, 31410, still in its Regional Railways livery, was sighted on a Wylfa - Sellafeld nuclear-flask train. Our correspondent considers it strange how the most dangerous traffic on the railway is still entrusted to engines that are considered over-the-hill for passenger work, and are almost redundant on most other forms of traffic - what more fitting tribute to these thirty odd year old engines could you get!

On the 16th of August, 47831 was sighted at Stockport in charge of a Bournemouth Edinburgh train. A visit later to Piccadilly produced 47812/828/845/854, 86205/222/252, 87001, 90002/015 on various passenger workings and 86609+86615, 90139+90135 on through freight trains. Crewe - North Wales services that day were in the hands of 37408/417/420/422/427. 37408 failed in the afternoon, leading to the cancellation of the 16.18 Crewe - Bangor and return working.

Locos operating the North Wales services the following day, the 17th, were 37402/413/414/417/418/422/429, 37417 having started its day at the head of the 09.52 Stockport - Holyhead. 37042+37010 were noted at Chester, having brought a 'Pathfinder' tour from Exeter and Didcot. 31201+31233 then worked the train on to Crewe and Manchester.

Western Region

We go back to May, where on the 24th, 56073 hauled a Hertfordshire Raitour working to Meldon Quarry from Exeter and 37254/695/798, 60089 were noted at Exeter. On the 27th, 47851 was sighted at the head of a Liverpool - Plymouth working and 37107 hauled a Bristol 47851 was sighted at the head of a Liverpool - Plymouth working and 37107 hauled a Bristol TM Southampton additional train, in connection with the 'Sea and Ships' festival in Bristol. Later that day, 37047/079/198, 47016 were noted at Swindon.

A member visiting South Wales on June 1st noted: Newport 60081/092 on iron ore trains, 60082 on a steel train, 37702+37796 on coal trains, 56115 light-engine, 09913, 37146/158/187/230/898/901/902, 47310 at Godfrey Road depot; Cardiff 56010/053, 60037 on steel trains, 37701+37896 on a coal train, 37894 light-engine, 08792, 37133/275/411/670, 47114/566, 56040/044/0711121, 60089 at Canton Depot; Margam 37903, 56043/56114, 60065 in the depot; Swansea 08780 in the yard, 08822, 47734 at Landore depot.

Sunday 7th of July saw "Heritage" DMU set 117305 (51361+51368) employed on the St Ives branch, with 08644 noted stabled at Penzance station and 47816 powering the 21.15 'Night Riviera' to Waterloo.

There was excitement at Exeter St Davids on the 9th of July when the late-running 15.00 Plymouth Newcastle HST (43153/184) was declared a failure. Your correspondent watched in eager anticipation as 37254 was attached to the front but, as you might have guessed, the train was terminated with passengers transferred to a following Great Western service, the "Syphon" taking the HST "ECS" to Laira.

The Dawlish area is a good place to view van trains at the moment, as these sightings from July 10th show:

47746 07.16 Bristol - Plymouth
47787 12.14 Bristol - Plymouth
47746 13.53 Plymouth - Crewe
47768 15.09 Plymouth - Low Fell
47750 17. 10 Plymouth - Low Fell
47787 18. 15 Plymouth - Paddington
47725 16.02 Paddington - Plymouth
47528 22.13 Plymouth - Paddington TPO

The 11th saw "Porterbrook"-liveried 47817 skirting the sea-wall at Dawlish on the 11.40 Plymouth - Manchester, closely followed by 60080 on the Burngullow - Irvine china clay tanks - a bonus for the many "photters"!

Noted in the Dawlish/Teignmouth/Exeter areas in the period 15th - 20th July were:-

08756, 37197/254/668/671, 43005/006/008/009/010/011/013/015/016/020/021/023/024/025/030/032/033/034/036/040/059/062/065/066/070/078/080/084/087/088/090/092/093/097/098/099/100/101/103/104/124/125/128/129/131/132/135/136/137/139/140/141/143/144/145/146/147/148/154/158/159/162/163/168/170/172/174/175/177/178/181/182/184/186/187/188/190/191/193/195/196/197/198, 47635/716/739/749/761/770/773/790/807/814/818/826/832/847, 60033/082, 159002/009/010/011/012/013/014/015/016/017/018.
(Phew!)

Southern Region

Pairing of class 73s on Victoria - Gatwick services seems to be occurring. The 28th of July saw 73204+73213 operating, 73206+73213 were noted on August 5th and 73201+73213 were sighted on August 10th. These workings all feature 73213 - does anyone know why?

At Three Bridges on the 28th of July were 37892, 73110 whilst 33019/109/202 were sighted there on August 5th.

'31111 Charters' railtour "The Multiple Marauder" worked into Kensington Olympia on the 10th of August, some 2.1/2 hours late. The train, hauled by 31271+31308+31514 should have gone to Victoria but had been diverted because of the Watford crash, and was delayed by 31514 overheating and catching fire at Reading. Its ultimate destination was Cambridge and Newmarket and was worked from and back to Olympia by 33207+33051+33030.

The 10th also witnessed 47840 North Star' working the 08.56 Birmingham - Ramsgate and 13.48 return. Other sightings that day were 37603/607 at Stewarts Lane, 37605 at Clapham Junction and "Heritage" DMU L700 (51332+51374) operating Clapham Junction Willesden services.

Scottish Region

A few sightings from north of the border. On June 17th 08754/762, 37410 were noted at Inverness. The "Jacobite" service from Fort William to Mallaig, on June 25th, was hauled by 44767 'George Stephenson', with 75014 acting as spare locomotive. Also at Fort William. were 08630, yard pilot, and 37401 on a sleeper from Euston. Motherwell depot on the 27th of June played host to: 08565/693/731/735/910, 09205, 37078/088/232/406/685, 56022/036/066/124/127/132.

Preserved Railways

Noted at Paignton and Dartmouth on the 26th of May were D2192, D3014, D7535, 31407, 33103, 37074, 50002, 73133, plus "kettles" 4588 and 5239. The following day at Totnes, 132 (WD) 'The Sapper' and 7760 were sighted.

The East Lancs Railway on June 8th had D832, D1041, D2767, D2774, D5500, D5518, D7017, D7076, D7612, 11506, 08479, 200421188, 40145, 55002.

Into Scotland now, where on the 16th of June at the Bo'ness Steam Railway, 65423 'Maude' was working trains to Birkhill, 08443, 27001, 50021 were in the yard at Bo'ness and North British locomotives 42 and 256 'Glen Douglas' were in the museum at Bo'ness. The following day at the Strathspey Railway, 828 was working steam services and 5025 and D5394 were noted at Boat of Garten.

Many thanks to Tony Booth, (Hello Tony!) Tony Caddick, John Dewing, Ian Shenton, Paul Slater and Neil Sutton for their contributions.

Notice Board

PENNINE MEETINGS

Forthcoming meetings at the Taps, and Pennine Shield meetings are as follows:

Wednesday 2 October -	The Annual Pennine Slide Contest
Wednesday 17 October -	Guest to be confirmed
Wednesday 6 November -	Guest to be confirmed
Wednesday 6 November -	Pennine Shield Club 197, Sheffield University - SYPRC

Wednesday 20 November - Pennine Shield, Corporation Brewery Taps, Doncaster - Pennine
Wednesday 27 November - Pennine Shield, Commercial Hotel, Carbrook - GCRS
Wednesday 4 December - Guest to be confirmed
Thursday 5 December - Pennine Shield, Commercial Hotel, Carbrook - Dore Loco
Wednesday 18 December - The Christmas Eevility Night

THE GREAT CENTRAL RAILWAY SOCIETY PRESENTS "THE MASTER CUTLER"
LONDON MARYLEBONE TO SHEFFIELD VICTORIA. A MODERN LOOK AT THE OLD GREAT
CENTRAL MAIN LINE, ILLUSTRATED WITH COLOUR SLIDES SHOWING HOW THE LINE HAS
CHANGED OVER THE YEARS, AND IN SOME CASES, EVEN DISAPPEARED.

THE SHOW AND ALL PROCEEDINGS WILL BE PRESENTED BY STEPHEN GAY AND WILL
TAKE PLACE ON SATURDAY 16TH NOVEMBER 1996. THE MEETING TO TAKE PLACE IN THE
UPSTAIRS ROOM OF THE COMMERCIAL INN, 3 SHEFFIELD ROAD, TINSLEY, SHEFFIELD
START TIME 13.00
ALL WELCOME, WITH FREE ADMISSION

(THE COMMERCIAL INN IS ONLY ONE MINUTE'S WALK FROM CARBROOK SUPERTRAM
STOP)

The next edition of Trans Pennine will be produced in December. Please have all contributions to the editor
by November 16th. Thank you!

CLASS 37/4 PASSENGER WORKINGS THROUGH DORE **by Peter Hall**

In a previous contribution to TRANS PENNINE consideration was given to the passenger workings of
Western and Scottish Region allocated Class 37s through Dore. Following on from this I have identified
several further workings for such allocated Class 37/4s. Thus I have produced this sequel looking in depth at
the passenger workings of this subclass expanded to cover locomotives allocated to depots within other
former regions.

When first fitted with ETH the thirty one Class 37s which formed Class 37/4 were allocated to depots in
Scotland and South Wales. 37401-13/22-25 being allocated to Eastfield T&RSMD for predominantly West
Highland duties, 3741421 to Inverness T&RSMD for Far North duties and 37426-31 to Cardiff Canton
T&RSMD. Hardly surprisingly Scottish allocated locomotives have never appeared through Dore on
Passenger duties, however in the early years several appearances were made by Welsh examples.

The first appearance was made on 27th March 1986 when 37429 (CF) headed a 1100 Cardiff-York relief,
returning later in the day at the head of an 1809 York-Birmingham New Street relief.

Just over a week later this locomotive made a further appearance at the head of a Witton-Sheffield return
Footex. Outward this train had been headed by 45136 which had presumably either been declared a failure or
purloined for another train before the return journey. Later on in that year, on 6th November, 37428 (CF)
passed through Dore at the head of the 1320 Harwich Parkeston Quay-Blackpool North which it worked as
far as Sheffield. It returned the following day on a 1203 York-Cardiff relief.

1987 saw two of the Cardiff sextet on passenger duties. 21st March saw 37430 (CF) heading 1987 saw two
of the Cardiff sextet on passenger duties. 21st March saw 37430 (CF) heading the return leg of 'The
Yorkshire Rose' railtour from York to Cardiff. More notable however was the use on 30th December of
37429 (CF), this headed a 1125 Cardiff-Leeds relief which returned later as ECS to Cardiff. Also of note
during this year was the use of 37427 (CF) to head the 1412 Plymouth-Leeds parcels on 13th November.
This being the first recorded working of this locomotive through Dore on a train since it had ETH fitted.

The real pinnacle of Class 37/4 passenger workings through Dore occurred in the autumn of 1989. During the summer and early autumn of this year a daily Nottingham-Blackpool North train was operated particularly aimed at the day trip market. Having being predominantly worked by Class 47s throughout the summer it was a great surprise when, for the period 2nd October to 3rd November, the Monday-Friday 0815 Nottingham-Blackpool North and 1828 return were rostered for a Cardiff Canton T&RSMD allocated Class 37/4, 37408 (CF), 37426 (CF) & 37431 (CF) doing the honours during this amazing month. Just for good measure, 37408 (CF) was also used on the equivalent Sunday train on 29th October, substituting for the diagrammed Class 47, it also having worked a Leicester-Barnsley and return Footex the previous day. The result of all this activity being that by the end of the year five of the original six Cardiff Canton T&RSMD Class 37/4s had now appeared through Dore on passenger trains with the sixth being recorded on a parcels train. This was also the year in which 37407 and 37408 were first allocated to Cardiff Canton T&RSMD and although 37408 featured on the Blackpool working 37407 was elusive. In fact to this date 37407 has never been recorded passing through Dore as either D6605, 37305 or 37407 on any train.

Another feature of 1989 was the transfer of Class 37/4s for use on Peak District freight workings where they joined similar 37676-37688 in the 'FABI' pool. The first arrivals being 37411/22/25 which obviously were seen regularly through Dore on freight workings from early 1989. Interestingly however on the day after the Blackpool train ceased 37411 (TI) was used to head 'The Pennine Voyager' railtour from Swindon to Carlisle through Dore. This however marked the beginning of a three year period during which the only Class 37/4s seen through Dore were on freight trains. In particular those from 'FABI' pool which included 37411/14/22/25 at various times and 37427/29 from 'FALY' pool. The later pair appearing on a short lived 1626 Tees NY-Earles Sidings and 2150 return Cement train which ran between April and December 1992 on Wednesdays.

From July 1991 until July 1992 the revived North West 'Club Trains' operated using Class 37/4s from the 'MDRT' pool with 37415/6/7/9/26/30 being used at various times during the year. With these locomotives being based at Tinsley TMD almost daily light locomotive workings operated through Dore during this period. It was to be a locomotive from this pool which was to herald a revival in the Classe's passenger workings through Dore. On 21st October 1992 47851 heading the 1205 York-Poole was declared a failure at Sheffield.

Assistance arrived in the form of 37420 (TI) which piloted the errant through Dore as far as Derby. Another locomotive from this pool, 37426 (TI), became the first Class 37/4 to work a passenger train through Dore Tunnel a couple of weeks later when it was used to head a 0635 Derby-Glasgow Central and 1703 return charter which was routed via the Hope Valley. The winter of 1992/93 also saw a couple of appearances by a 'TABI' locomotive on railtours with 37422 (IM heading a returning Jarrow-Derby on 31st October and a returning Rossington-Manchester on 6th March.

The Spring of 1993 saw the gradual build up of the 'RCMC' pool prior to the expanded locomotive hauled passenger operation in the North West and North Wales. The following couple of years in particular seeing a number of locomotives from this pool making appearances through Dore on non-timetabled passenger trains. The first to appear was 37414 (CD) which headed a Nottingham-Whitby and return charter on 1st May 1993. This was followed a week later by a Birmingham New Street-Pickering and return charter headed by old favourite 37408 (CD). 37421 (CD) made the first of a number of appearances on 4th July 1993 when it headed a returning Scarborough-Derby charter the outward working of which is believed to have been routed via the Rother Valley. Further appearances by this locomotive took place in 1994 when on 26th June it became involved in a series of trains run to celebrate the centenary of the Hope Valley route and on 3rd December when it headed a West Ruislip-York Charter. 37422 (CD) returned to old haunts by heading a York-Amlwch and return railtour on 9th October 1993 and a West Ruislip-York and return charter on 12th February 1994. The final former 'FABI' locomotive to make a passenger appearance through Dore was 37425 (CD) which appeared on a West Ruislip-York and return charter on 19th December 1994.

Since the autumn of 1993 the 'FABI' pool which became the 'LWCC' pool the following spring has progressively built up a large complement of Class 37/4s which appear regularly through Dore on Cement and Stone trains with 37405/8/15/6/7/9/20/6 all seeing service. To date however none of these has found its way onto a passenger working through Dore whilst in this pool.

That then brings the story almost up to date regarding passenger workings with the exception of the most recent working which took place on 9th December 1995. This could in a way be considered a revival of the earliest workings being the use of a Cardiff Canton T&RSMD locomotive on a Cardiff-York train. On this occasion however 37413 (CF) was used to head a 0735 Cardiff-York and 1620 return charter rather than a service train.

Subsequent to this final working 37413 has been transferred into the 'LWCC' pool along with the elusive 37407. Neither has however yet been recorded through Dore since the transfer took place.

Thus in conclusion to date thirteen of the thirty-one class 37/4s have appeared through Dore on passenger workings although with the exception of the exploits of 37420 (TI) on 21st October 1992 such workings have since 1989 been confined to special workings. A listing of all the passenger workings through Dore follows which is believed to be complete. I would however be grateful for any corrections or additions that can be made to the listing.

PETER HALL July 1996

DATE, 25/06/96

CLASS 37/4 PASSENGER WORKINGS THROUGH DORE

DATE	LOCO	TRAIN	NOTES
27/03/86	37429	1100 CARDIFF-YORK RELIEF	
27/03/86	37429	1809 YORK-BIRMINGHAM NS RELIEF'	
05/04/86	37429	???? WITTON-SHEFFIELD FOOTEX	RETURN LEG
06/11/86	37428	1320 HARWICH PQ-BLACKPOOL NORTH	DETACHED AT SHEFFIELD
07/11/86	37428	1203 YORK-CARDIFF RELIEF	
21/03/87	37430	???? YORK-CARDIFF RAILTOUR	RETURN-LEG 'THE YORKSHIRE ROSE'
30/12/87	37429	1125 CARDIFF-LEEDS RELIEF	
02/10/89	37426	0815 NOTTINGHAM-BLACKPOOL NORTH	
02/10/89	37426	1828 BLACKPOOL NORTH-NOTTINGHAM	
03/10/89	37426	0815 NOTTINGHAM-BLACKPOOL NORTH	
03/10/89	37426	1828 BLACKPOOL NORTH-NOTTINGHAM	
04/10/89	37426	0815 NOTTINGHAM-BLACKPOOL NORTH	
04/10/89	37426	1828 BLACKPOOL NORTH-NOTTINGHAM	
05/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
05/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
06/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
09/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
09/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
09/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
10/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
10/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
11/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
11/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
12/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
12/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
13/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
13/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
16/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
16/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
17/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
17/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
18/10/89	37431	0815 NOTTINGHAM-BLACKPOOL NORTH	
18/10/89	37431	1828 BLACKPOOL NORTH-NOTTINGHAM	
19/10/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH	
19/10/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM	
20/10/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH	
20/10/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM	
20/10/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH	
23/10/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM	
24/10/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH	
24/10/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM	

25/10/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH		
25/10/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM		
26/10/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH		
26/10/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM		
27/10/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH		
28/10/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM		
28/10/89	37408	???? BARNSELY-LEICESTER FOOTEX	RETURN LEG	
29/10/89	37408	???? LEICESTER-BARNSELY FOOTEX		
29/10/89	37408	0844 NOTTINGHAM-BLACKPOOL NORTH		
29/10/89	37408	1729 BLACKPOOL NORTH-NOTTINGHAM		
30/10/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH		
30/10/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM		
31/10/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH		
31/10/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM		
01/11/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH		
01/11/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM		
03/11/89	37408	0815 NOTTINGHAM-BLACKPOOL NORTH		
03/11/89	37408	1828 BLACKPOOL NORTH-NOTTINGHAM		
04/11/89	37411	???? SWINDON-CARLISLE RAILTOUR	'THE PENNINE VOYAGER'	FABI
21/10/92	37420+47851	1205 YORK-POOLE	37420 PILOTED SHEFFIELD-DERBY MDRT	
31/10/92	37422	???? JARROW-DERBY RAILTOUR	RETURN LEG	FABI
07/11/92	37426	0635 DERBY-GLASGOW CHARTER	Via DORE CURVE	MDRT
07/11/92	37426	1703 GLASGOW-DERBY CHARTER	Via DORE CURVE, RETURN LEG	MDRT
06/03/93	37422	ROSSINGTON-MANCHESTER RAILTOUR	Via CHESTERFIELD, RETURN LEG	FABI
01/05/93	37414	NOTTINGHAM-WHITBY CHARTER		
01/05/93	37414	???? WHITBY-NOTTINGHAM CHARTER	RETURN LEG	
08/05/93	37408	0702 BIRMINGHAM NS-PICKERING RAILTOUR		
08/05/93	37408	1450 PICKERING-BIRMINGHAM NS RAILTOUR	RETURN LEG	
04/07/93	37421	???? SCARBOROUGH-DERBY CHARTER	RETURN LEG	
09/10/93	37422	???? AMLYWCH-YORK CHARTER	RETURN LEG	
09/10/93	37422	???? YORK-AMLWYCH CHARTER		
12/02/94	37422	???? WEST RUISLIP-YORK CHARTER		
12/02/94	37422	???? YORK-WEST RUISLIP CHARTER	RETURN LEG	
26/06/94	37421	1450 MANCHESTER VIC-SHEFFIELD	CHARTER	
26/06/94	37421	1725 SHEFFIELD-MANCHESTER VIC CHARTER	RETURN LEG	
26/06/94	98241+37421	MANCHESTER VICTORIA-SHEFFIELD CHARTER	ASSISTING IN REAR	
26/06/94	98241+37421	SHEFFIELD-MANCHESTER VICTORIA CHARTER	RTN LEG ASSISTING IN REAR	
19/11/94	37425	???? WEST RUISLIP-YORK CHARTER		
19/11/94	37425	???? YORK-WEST RUISLIP CHARTER	RETURN LEG	
03/12/94	37421	WEST RUISLIP-YORK CHARTER		
09/12/95	37413	0735 CARDIFF-YORK RAILTOUR	'YORKSHIRE RAMBLER'	LNDK
09/12/95	37413	1620 YORK-CARDIFF RAILTOUR	'YORKSHIRE RAMBLER' RETURN LEG	LNDK